

Red flag hoisted at Shek O Beach

Attention TV/radio announcers:

Please broadcast the following as soon as possible:

Here is an item of interest to swimmers.

The Leisure and Cultural Services Department announced today (June 13) that the Environmental Protection Department has classified the water quality at Shek O Beach in Southern District, Hong Kong Island as Grade 4, which means the beach is not suitable for swimming. The red flag has been hoisted. Beach-goers are advised not to swim at the beach until further notice.

The red flag was hoisted at the beach earlier due to big waves.

LCQ11: Statistics on organ or tissue transplant operations

Following is a question by the Dr Hon Pierre Chan and a written reply by the Secretary for Food and Health, Professor Sophia Chan, in the Legislative Council today (June 13):

Question:

Regarding the statistics on organ/tissue transplant operations, will the Government inform this Council whether it knows:

(1) the respective numbers of donors and recipients in respect of the transplant operations, performed in public hospitals in each of the past 10 years on each kind of organs/tissues, including the transplants of liver (living, cadaveric), kidney (living, cadaveric), heart, cornea, skin, bone, bone marrow and lung;

(2) the respective numbers of children and adults receiving various kinds of organ/tissue transplants, as well as the medical expenses incurred for each kind of organ/tissue transplant operations, in each of the past 10 years; and

(3) the details of funding received, in each of the past 10 years, by the specialties/centres responsible for performing organ/tissue transplant operations at the Queen Mary Hospital, Prince of Wales Hospital, Pamela Youde Nethersole Eastern Hospital, Tuen Mun Hospital, Kwong Wah Hospital, Queen Elizabeth Hospital, Hong Kong Eye Hospital and Grantham Hospital?

Reply:

President,

My reply to the various parts of the Dr Hon Pierre Chan's question is as follows:

(1) The numbers of human organ/tissue donations for transplant handled by the Hospital Authority (HA) from 2008 to 2017 are tabulated below:

Organ/Tissue Donation (Case)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Kidney										
Cadaveric	65	87	74	59	84	70	63	66	60	61
Living	12	8	7	8	15	12	16	15	18	17
Kidney (total)	77	95	81	67	99	82	79	81	78	78
Liver										
Cadaveric	26	43	42	30	45	38	36	36	37	40
Living	42	41	53	44	33	34	27	23	36	34
Liver (total)	68	84	95	74	78	72	63	59	73	74
Other organs (Cadaveric)										
Heart	6	10	13	9	17	11	9	14	12	13
Double Lung	1	2	2	1	3	2	4	13	8	12
Single Lung	0	0	0	0	0	2	0	0	1	1
Cornea (piece)	211	203	250	238	259	248	337	262	276	367
Skin	19	17	23	21	6	4	9	10	10	11
Bone	1	0	6	0	3	3	1	4	1	3
Total	383	411	470	410	465	424	502	443	459	559

Note: Cases of skin and bone transplant are spontaneous and urgent in nature. Substitutes will be used if suitable skin or bone is not available for transplant.

(2) and (3) The HA does not keep a statistical breakdown of organ/tissue recipients by age group.

The HA's organ transplant service is provided in a team approach. Members of the team include Organ Donation Coordinators and multi-disciplinary professionals from specialties such as Medicine, Intensive Care Unit, Surgery, Anaesthesia and laboratories. The scope of service covers care for organ recipients, identification of organ donors, life support for brain-dead patients, counselling for donors' families, organ transplant operations and post-operative care. Hence, separate breakdowns of

expenditure on or funding for organ/tissue transplant operations for individual hospitals are not available.

LCQ22: Management of skips

Following is a question by the Hon Chan Hak-kan and a written reply by the Acting Secretary for the Environment, Mr Tse Chin-wan, in the Legislative Council today (June 13):

Question:

In the light of the recommendations in Report No. 61 of the Director of Audit, the Environment Bureau leased out two sites last year, one adjacent to Tseung Kwan O Area 137 Fill Bank and another at Siu Lang Shui Road in Tuen Mun West, by way of short-term tenancies for use by the skips trade for storing skips. It has been reported that the utilisation rates of the two skip storage sites have been on the low side. As a result, the problem of unauthorised placement of skips on streets has not improved. In this connection, will the Government inform this Council:

- (1) of the design capacities for skips of the two aforesaid sites, and whether it knows the average numbers of skips stored daily and monthly thereat since they were leased out; whether the Government has plans to set aside other sites for storing skips; if so, of the details; if not, the reasons for that;
- (2) of the number and contents of the complaints about skips received by the Government in each of the past three years, as well as the number of warnings issued and the number of skips removed in respect of such cases; the average time lapsed from receipt of the complaints to removal of the skips by the Government, and set out the relevant figures by District Council district;
- (3) of the following information on the cases handled respectively by (a) the Lands Department and (b) the Police, in the past three years: (i) the respective numbers of cases in which skip operators were prosecuted and convicted, (ii) the average time lapsed from institution of prosecutions to conclusion of the cases, and (iii) the punishments generally imposed on the convicted persons;
- (4) of the number of traffic accidents involving skips in each of the past three years; the causes for such accidents and the resultant casualties;
- (5) as it was pointed out in the aforesaid Report that to tackle the problem of unauthorised placement of skips, the government departments concerned and the stakeholders were generally in support of introducing a permit system, of the details of the Government's work on the introduction of the permit system; and

(6) given that the Guidelines for Mounting and Placing of Skips formulated by the Transport Department have no legal effect, whether the Government will consider regulating skip operation by way of legislation with a view to reducing traffic accidents caused by skips; if so, of the details; if not, the reasons for that, and whether the Government has more effective ways to solve the problem of unauthorised placement of skips in the long run?

Reply:

President,

To follow up the recommendations made in Report No. 61 of the Director of Audit, the Government has set up a Joint Working Group on Management of Roadside Skips under which the efforts of relevant government bureaux and departments are co-ordinated by the Environment Bureau and the Environmental Protection Department to enhance the management and control of roadside skips. Regarding the questions raised by the Hon Chan Hak-kan, the Government's consolidated reply is as follows:

(1) One of the major causes of the problem of placement of skips at the roadsides is the shortage of proper storage areas. Through open tender, the Government has provided two sites, one adjacent to Tseung Kwan O Area 137 Fill Bank and the other at Siu Lang Shui Road in Tuen Mun West, to the relevant organisations of the skip operators trade by way of short-term tenancies (STT) for storing skips. The STT site in Tseung Kwan O can store about 120 skips, and its occupancy rates have been increasing since its commencement of operation in January 2017. Currently, both the average daily and monthly occupancy rates are over 90 per cent. As for the STT site in Siu Lang Shui in Tuen Mun, it can store some 80 skips. Since its commencement of operation in December 2017, the average daily and monthly occupancy rates have been around 30 per cent. The comparatively low occupancy rates are attributable to the insufficiency of facilities thereat. The tenant has committed to enhancing the related facilities so as to boost the occupancy rates. The Government will continue to monitor the utilisation of these two sites and actively identify more suitable sites in various districts for use under STTs by the skips trade to store skips.

(2) and (3) The complaints about roadside skips received by the Government in the past were usually related to road obstruction or illegal occupation of government land. Currently, the Hong Kong Police Force (HKPF) and the Lands Department (LandsD) handle complaints against roadside skips in accordance with the Summary Offences Ordinance (Cap. 228) and the Land (Miscellaneous Provisions) Ordinance (Cap. 28) respectively. Figures on complaints about roadside skips received, advice or warnings issued and skips removed by the HKPF and the LandsD, as well as the respective numbers of cases in which skip operators were prosecuted and convicted, over the past three years are tabulated at Annexes 1 and 2, with breakdowns by police district and District Council district respectively. In general, upon receipt of advice or warnings issued under the Summary Offences Ordinance by frontline police officers at the scene, skip operators will arrange removal of their skips according to the situations. As each incident was considered on its own circumstances prevailing at the scene, the HKPF did not maintain the information on the

average time lapsed from receipt of the complaints to removal of the skips. Penalties for cases convicted under the Summary Offences Ordinance ranged from \$500 to \$3,500 in the past. For the LandsD, the penalty for cases convicted under the Land (Miscellaneous Provisions) Ordinance was \$1,500 in 2015. The time lapsed from institution of prosecutions to convictions in court depends on court arrangements and whether litigations are required, and normally takes six weeks to six months.

(4) According to the information provided by the Transport Department (TD), the number of traffic accidents involving roadside skips and the related injuries in the past three years are tabulated below. All the accidents were minor ones and mainly attributable to behaviours of the drivers concerned, including driving inattentively, losing control of the vehicle and reversing negligently, etc.

Year	Number of traffic accidents involving roadside skips with injuries	Number of injuries
2015	4	4
2016	4	6
2017	3	5

In addition to the provision of suitable sites to the trade for storage of skips, the Government has engaged a term service contractor since February 2017 to assist enforcement departments in speeding up the removal of skips found to be posing serious obstruction to traffic or imminent danger to the public, thereby further enhancing enforcement efficiency and the deterrent effect. Between February 2017 and April 2018, the departments concerned conducted 34 joint enforcement operations against the unauthorised placement of skips, covering the black spots in Tseung Kwan O, Sai Kung, Kowloon Bay and Kai Tak. The extent of unauthorised placement of skips at these black spots has been noticeably improved. The government departments concerned will continue to organise joint enforcement operations as necessary in various districts to deter the malpractice of unauthorised placement of skips at roadsides.

(5) and (6) The Government has, through organising seminars for the skip operators trade, been promoting safe practices in skip operations and wider adoption of the Guidelines for Mounting and Placing of Skips (Guidelines) issued by the TD. In parallel, the Government has also been in close liaison with the skip operators trade to explore the setting up of a trade-led voluntary skips registration system. Compliance with applicable government requirements and guidelines (e.g. those covered in the TD's Guidelines and other guidelines addressing environmental concerns) will be among the criteria for registration. The voluntary skips registration system will be instrumental in addressing the trade's concerns and raising the compliance rate of government requirements and guidelines. Skip operators are initially receptive to the idea of exploring a voluntary skips registration system to facilitate their skip operations. To take this initiative forward, the Government is engaging an external consultant to work with the skip operators

trade in formulating proposals by 2018 for setting up a trade-led voluntary skips registration system.

The Government will review the effectiveness of the above measures, and will, having regard to the progress of the related work and experience gained from the voluntary skips registration system, examine whether there is a need to introduce a new regulatory system for skips operations in the long run.

LCQ13: Assisting the deaf/hard-of-hearing residents in residential care homes for the elderly

Following is a question by the Hon Leung Yiu-chung and a written reply by the Secretary for Labour and Welfare, Dr Law Chi-kwong, in the Legislative Council today (June 13):

Question:

It is learnt that there are currently more than 150 000 deaf/hard-of-hearing persons in Hong Kong and over 80 per cent of them are elderly persons (i.e. persons aged 60 or above). At present, a majority of residential care homes for the elderly (RCHEs) have not put in place a policy which is friendly towards the deaf/hard-of-hearing elderly persons (such as providing sign language training to their staff, providing auditory training to their residents and installing fire alarm lights), making it difficult for the deaf/hard-of-hearing elderly persons to integrate themselves into the environment in RCHEs and to seek assistance when necessary. Some members of the public have pointed out that as the population of Hong Kong is ageing and most people's hearing will deteriorate with age, the Government should provide RCHEs dedicated for the deaf/hard-of-hearing elderly persons. In this connection, will the Government inform this Council:

(1) whether it knows the number of deaf/hard-of-hearing residents in RCHEs in each of the past five years;

(2) whether it knows the number of RCHE staff members across the territory in each of the past five years who knew sign language, with a breakdown by type of RCHEs (i.e. subvented homes, contract homes, non-profit-making self-financing homes and private homes) in which they worked;

(3) whether it has implemented a policy under which arrangements are made for the deaf/hard-of-hearing elderly persons to reside centrally in RCHEs with facilities and services that are friendly to the deaf/hard-of-hearing elderly persons; if so, of the details; if not, the reasons for that, and whether it will implement such a policy and set up such type of RCHEs;

(4) whether it has put in place a policy to assist the deaf/hard-of-hearing residents in RCHEs in improving their social life; if so, of the details; if not, the reasons for that, and whether it will implement such a policy; and

(5) as some deaf/hard-of-hearing residents in RCHEs have relayed that because they are unable to communicate with those RCHE staff who do not know sign language, they cannot obtain the necessary assistance immediately when they feel unwell and have urgent needs, whether the authorities have put in place a policy to assist such residents, including providing sign language training to RCHE staff; if so, of the details; if not, whether it will implement such a policy?

Reply:

President,

My reply to the Member's question is as follows:

(1) The Social Welfare Department (SWD) does not have information on the number of elderly persons with hearing impairment residing in residential care homes for the elderly (RCHEs).

(2) SWD does not have information on the number of RCHE staff who know sign language.

(3)&(4) SWD has since 2003 implemented the Central Waiting List mechanism to collectively process applications from elderly persons for subsidised long-term care services and service matching. Applicants have to be assessed under the Standardised Care Need Assessment Mechanism for Elderly Services, and the accredited assessors adopt an internationally recognised assessment tool known as "Minimum Data Set – Home Care" to comprehensively assess the impairment level in the elderly persons' abilities to take care of themselves, physical functioning, memory and communication skills, behaviour and emotion, etc., as well as their health conditions, the environmental risk they may face and whether they could cope with these issues in their daily lives, with a view to identifying their care needs and matching them with appropriate services.

Hearing is one of the factors in assessing the communication skills of elderly persons. After elderly persons have been allocated an RCHE placement, SWD will forward the assessment results to the RCHEs concerned so as to facilitate their professional teams to formulate appropriate individual care plans and provide appropriate support and counselling services for those in need. Representatives of the RCHEs will also meet with the elderly persons before admission to further understand their care needs and enhance their individual care plans.

At present, SWD provides subsidised residential care services for the elderly under an integrated approach, thereby enabling elderly persons of different physical conditions to receive continuous care. The facilities of subvented and contract RCHEs (e.g. hearing aids) can cater for the care needs of elderly persons with hearing impairment. Separately, elderly persons

receiving Comprehensive Social Security Assistance (including those residing in RCHEs) may, subject to medical recommendation, apply for special grants to cover the costs for purchasing the necessary assistive devices (including hearing aids).

(5) According to the prevailing requirements, an RCHE shall be provided with a fire detection system and a fire alarm system; and apart from audio warning devices, visual alarm signals shall be installed to form part of the fire alarm system. Besides, an RCHE shall install a call bell at the bedspace of each resident requiring a high level of care, as well as in toilet cubicles and bathrooms, for residents to seek assistance immediately when necessary.

SWD has all along provided RCHE staff with training courses on taking care of elderly persons with special needs. SWD is planning to organise in 2018-19 a training course for RCHE staff on taking care of residents with hearing impairment, with a view to enhancing their awareness and skills in this aspect.

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